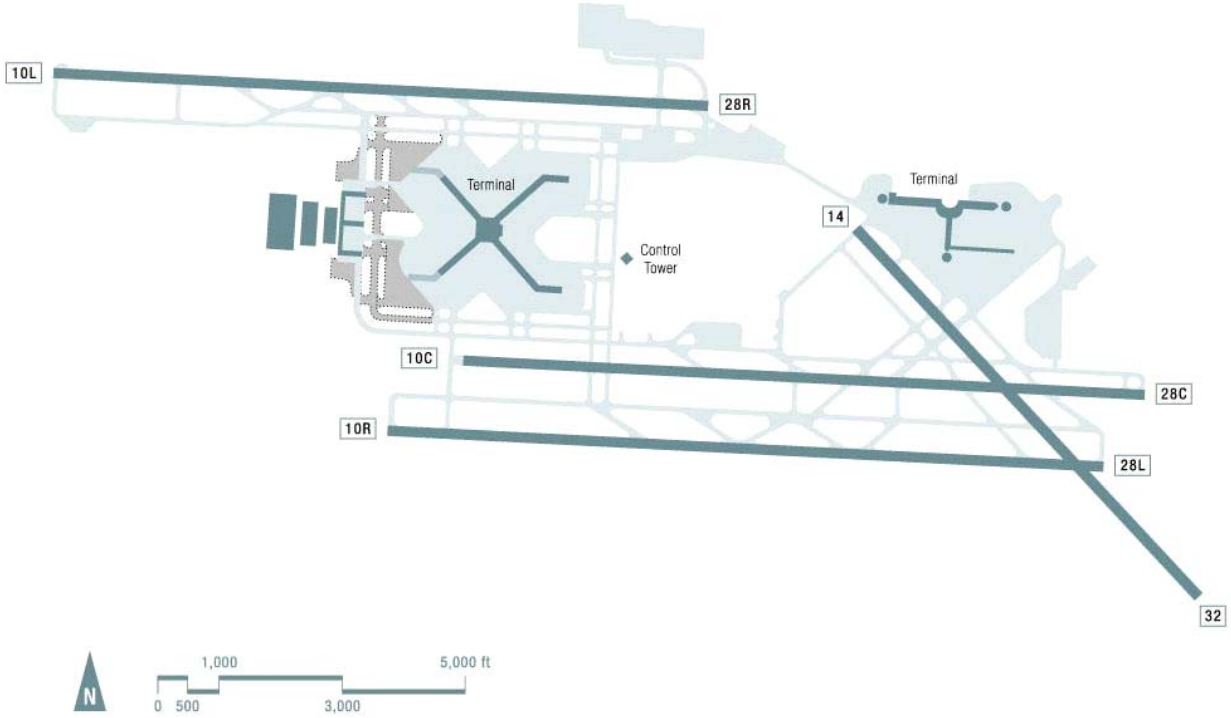
PITTSBURGH – Greater Pittsburgh International (PIT)



Benchmark Results

- The current capacity benchmark for Greater Pittsburgh International Airport is 152-160 flights per hour (arrivals and departures) in Optimum weather, when visual approaches can be conducted.
- The benchmark rate decreases to 143-150 flights per hour in Marginal conditions, and to 119-150 flights per hour in IFR conditions for the most commonly used runway configuration in these conditions. The upper bound of 150 is the facility-called rate, whereas the lower bounds are the modeled benchmarks for these configurations.
- Note that these benchmarks do not always represent balanced operations – there may be more departures than arrivals in the Marginal and IFR scenarios. If the facility reported rates are significantly unbalanced (i.e., unequal numbers of arrivals and departures), the benchmark rates will be unbalanced as well. The facility reported rates reflect current operations at the airport during a busy hour, but such unbalanced rates cannot be sustained for extended periods.
- Planned technological improvements at PIT would slightly increase the arrival peak capacity in Marginal conditions. The benefit in Marginal conditions assumes that suitably equipped aircraft can use CEFR to maintain visual separations, thus allowing the airport to realize the Optimum rate arrival capacity in Marginal conditions.
- The following charts compare actual hourly traffic with the calculated capacity curves for PIT.

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

PITTSBURGH – Greater Pittsburgh International Airport (PIT)

Weather	*Scenario*	*Configuration*	*Procedures*	*Benchmark Rate (per hour)*
Optimum Rate	**Today**	Arrivals on Runways 28R, 32 Departures on 28L, 28R *Frequency of Use: 61% in optimum conditions*	Visual approaches, visual separation	**152-160**
Ceiling and visibility above minima for visual approaches (1800 ft ceiling and 3 mi visibility)	**New Runway**	N/A		**N/A**
Occurrence: 86%	**Planned improvements (2013)**	Same		**152**
Marginal Rate	**Today**	Arrivals on Runways 28L, 28R Departures on 28C, 28R *Frequency of Use: 51% in marginal conditions*	Instrument approaches, radar separation	**143-150**
Below visual approach minima but better than instrument conditions	**New Runway**	N/A		**N/A**
Occurrence: 5%	**Planned improvements (2013)**	Same	Visual approaches, visual separation	**152**
IFR Rate	**Today**	Arrivals on Runways 28L, 28R Departures on 28C, 28R *Frequency of Use: 64% in IFR conditions*	Instrument approaches, radar separation	**119-150**
Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles)	**New Runway**	N/A		**N/A**
Occurrence: 9%	**Planned improvements (2013)**	Same		**130**

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

Planned Improvements at PIT include:

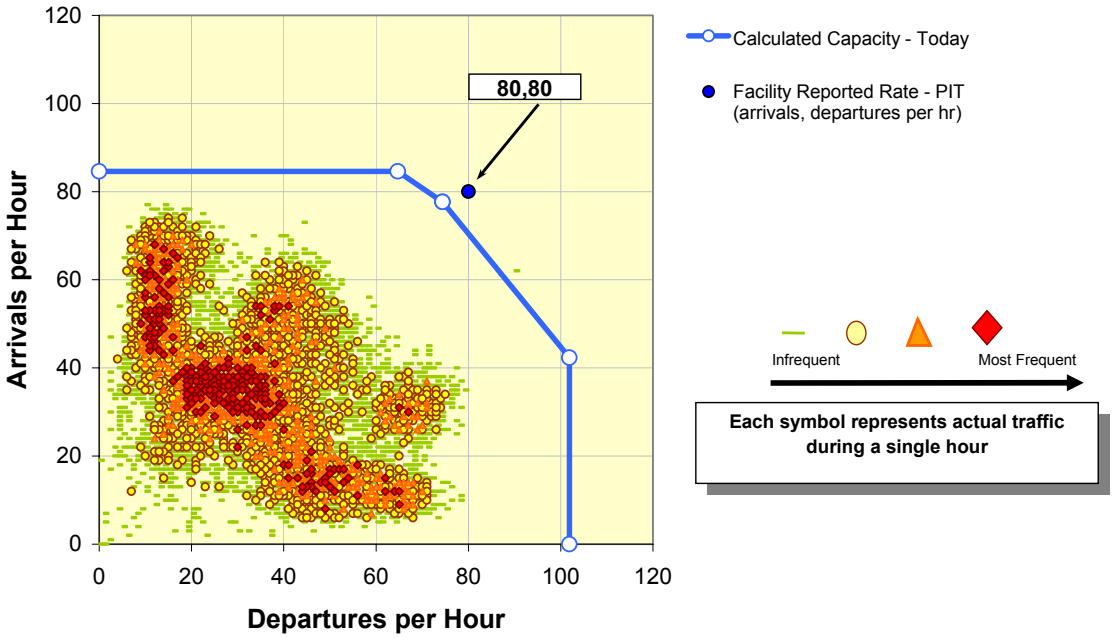
- CEFR, for reduced in-trail separations between arrivals in Marginal conditions.
- Revised wake vortex procedures, to increase arrival throughput on closely spaced parallel runways. However, this improvement does not affect the configurations modeled

Additional information on these improvements may be found in the Introduction and Overview of this report, under “Assumptions.”

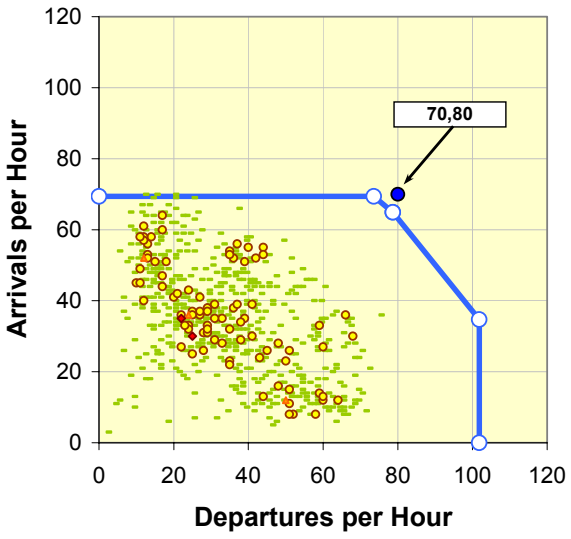
.

Calculated Capacity (Today) and Actual Throughput

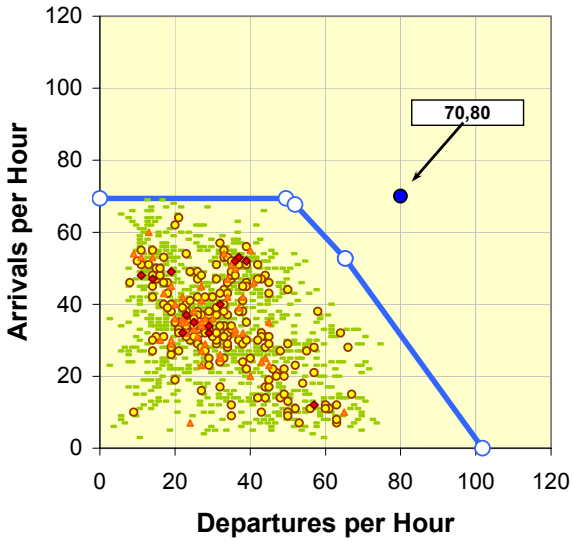
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were reviewed by ATC personnel at PIT.